

25 YEAR RE-REVIEW

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12 October 1965

MEMORANDUM FOR THE RECORD

SUBJECT: Trip Report, 5 - 9 October 1965

1. A trip was made to Aerojet General and Lockheed to accomplish the following:

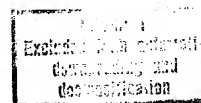
- a. Review Occasion - AGC
- b. Review System 20 - AGC
- c. Coordinate System 20 - LAC
- d. Establish liaison between AGC and COMMO

Occasion

2. Aerojet and LAC have been working quite well together in coordinating the mechanical interface between the system and the chine box. Of basic importance, however, is the question of configuration. A decision must be made by Hq. in the very near future which will define the systems to be configured with Occasion. It is obvious that this definition is needed in order to completely define interfaces. Aerojet has been studying the possibility of using a closed cycle (refrigerator) cooling system, instead of the open type Freon system, for cooling the detectors. The closed cycle system offers some definite weight advantages and eliminates the necessity of pre-flight cryogenic servicing. Aerojet has been working with Air-Research in this regard. It is estimated that the closed cycle system would weigh about 9 1/2 lbs. and cost \$10 K. Aerojet was directed to obtain reliability information on the system, and not to make any commitment on procurement until reliability and cost information could be evaluated by Hq. It was learned that the interface between Occasion and the INS system was satisfactorily resolved between Aerojet and INS representatives at a meeting recently held at the Area. This

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interface is necessary since Occasion requires pitch data to be stabilized. During the visit, a rather complete review of the data (digital) handling system was held. The data system, which in some cases employs rather brute force logic, appears to be adequate for the application.

The present level of activity indicates the development is on schedule. However, it is anticipated that System 20 will cause Occasion to drop slightly behind schedule in the near future. The reason for this being availability of cleared personnel.

System 20

3. The design of the system has been placed under very tight milestone control because of the short delivery time. Aerojet and LAC have been working together on aircraft interface. The concept has been to mount a pair of search heads on both sides of the aircraft at about Station 512. However, during the visit at LAC, LAC finally decided that there may be a possibility of mounting the system under a wing. Coordination with Aerojet that day provided preliminary sizing information. A layout will be presented to Kelly Johnson on 11 or 12 October for his approval. If he approves, the location could offer some definite weight and cost reductions. The thermal environment for the system would also be enhanced, since Station 512 is one of the hottest locations on the aircraft. The system, which has now reached the detail drawing stage, would require a change in concept and a change in scope if the wing area mounting is utilized. Of major importance in the wing mount is the fact that probably only one scanner will be required to cover the field of view.

Preliminary procurement specs for the detector array have been furnished vendors. Contrary to information received earlier from vendors, the delivery cycle could be in the order of about 12 weeks. It was directed that Aerojet keep Hq. posted concerning this matter so that appropriate priorities can be obtained, if necessary.

A flight test to probe and instrument the area to be occupied by the system was discussed. The effort has been coordinated with OSA Materiel (Col. Patterson) and with LAC.

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During the Aerojet visit, [] of COMMO/OSA
discussed topics concerned with production and support of the system.

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